

SR 520 Bridge Replacement and HOV Project

Released July 2003

Scenario

4-Lane with
accommodation of
High Capacity Transit
Plan



Project Description:

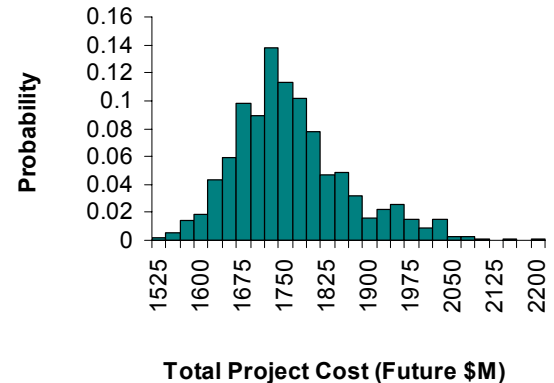
- Rebuilds existing four-lane freeway from I-5 in Seattle to Bellevue Way.
- Replaces SR 520 floating bridge, approaches, and Portage Bay Bridge.
- Rebuilds existing westbound HOV lane from 108th to the east end of the floating bridge.
- Adds HOV ramp access to the I-5 express lanes.
- Adds expanded roadway shoulders and a bicycle/pedestrian lane.
- Pontoons sized to allow future HCT.

Schedule:

Begin Construction
Range: 2008 - 2010

End Construction
Range: 2014 - 2016

CEVP Result:



Project Benefits:

- Significantly reduces seismic and storm damage risks.
- Increases safety and operational reliability with added shoulders and lane widths.
- Maintains current highway capacity.
- Reduces HOV travel times with new SR 520 to I-5 express lanes connection.
- Accommodates increased cross-lake travel via transit, vanpools and carpools.
- Improves environmental quality by removing ramps in Arboretum area, reducing water pollution from stormwater, and adding noise walls.
- Creates a new link for bicycles and pedestrians across Lake Washington and to existing trails.
- Accommodates future HCT across the lake.

Project Cost Range:

10% chance the cost < \$ 1.6 Billion

50% chance the cost < \$ 1.7 Billion

90% chance the cost < \$ 1.9 Billion

What's Changed Since 2002 CEVP:

- Scope: New plan developed winter 2002. Pontoons sized to accommodate future High Capacity Transit (HCT).
- Schedule: New Option. N/A
- Cost: New Option. N/A.

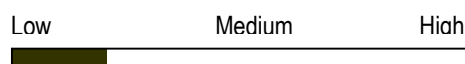
Risk Issues that May Impact Project Cost or Schedule:

- Catastrophic failure of floating and fixed bridges could occur before replacement.
- Limited number of qualified and available contractors could increase costs.
- Right of way costs may escalate faster than estimated.
- Special stormwater facilities for floating bridge increase complexity and expense.
- Potential legal challenges.

Financial Fine Print (Key Assumptions):

- Full project funding available by July 2005
- Inflation escalation is to 2012, approximate midpoint of construction
- Additional federal, state, regional and local money is needed to complete this project.
- Project cost range includes \$30 million in past expenses, beginning in 2000.

Level of Project Design:



July 16, 2003

